Appendix A

Changes in Divisions of Midwestern Railroads Prescribed for Hauls of Midwest-Transcontinental Traffic

Shipment Moving Between:	Midwestern Haul	Present Division	Prescribed Division	Percent Change
Chicago, Ill. and San Francisco, Calif. (via Council Bluffs-Cheyenne)	Chicago-Council Bluffs	16.5	22	+33%
Chicago, Ill. and Portland, Ore. (via Council Bluffs-Cheyenne)	Chicago-Council Bluffs	16.5	22	+33%
Chicago, Ill. and Los Angeles, Calif. (via Kansas City-Belen)	Chicago-Kansas City	16.5	23	+39%
Chicago, Ill. and Spokane, Wash. (via Twin Cities-Medora)	Chicago-Twin Cities	16.5	23	+39%
Minneapolis, Minn. and Richmond, Calif. (via Kansas City-Cheyenne)	Minneapolis-Kansas City	13.8	20	+45%
St. Louis, Mo. and Spokane, Wash. (via Twin Cities-Medora)	St. Louis-Twin Cities	18.5	27	+46%
St. Louis, Mo. and Los Angeles, Calif. (via Kansas City-Belen)	St. Louis-Kansas City	12.1	18	+49%
Cedar Rapids, Iowa and Reno, Nev. (via Council Bluffs-Cheyenne)	Cedar Rapids Council Bluffs	12.1	19	+57%
Chicago, Ill. and Glendive, Mont. (via Twin Cities-Medora)	Chicago-Twin Cities	22	36	+64%

Appendix A

Changes in Divisions of Midwestern Railroads Prescribed for Hauls of Midwest-Transcontinental Traffic

Shipment Moving Between:	Midwestern Haul	Present Division	Prescribed Division	Percent Change
Minneapolis, Minn. and Boise, Idaho (via Council Bluffs-Cheyenne)	Minneapolis-Council Bluffs	13.8	23	+67%
Minneapolis, Minn. and Shafter, Calif. (via Kansas City-Belen)	Minneapolis-Kansas City	13.8	23	+67%
Stillwater, Minn. and St. John, Utah (via Council Bluffs-Cheyenne)	Stillwater-Council Bluffs	13.8	25	+81%
Chicago, Ill. and St. John, Utah (via Council Bluffs-Cheyenne)	Chicago-Council Bluffs	16.5	30	+82%
Riverdale, Iowa and Bonners Ferry, Idaho (via Minneapolis-Williston)	Riverdale-Minneapolis	12.1	23	+90%
Minneapolis, Minn. and Phoenix, Ariz. (via Kansas City-Belen)	Minneapolis-Kansas City	13.8	27	+96%
St. Louis, Mo. and Flagstaff, Ariz. (via Kansas City-Belen)	St. Louis-Kansas City	12.1	24	+98%
St. Louis, Mo. and Boise, Idaho (via Council Bluffs-Cheyenne)	St. Louis-Council Bluffs	12.1	25	+107%
Minneapolis, Minn. and Gallup, N. Mex. (via Kansas City-Belen)	Minneapolis-Kansas City	13.8	34	+146%

Appendix B

Changes in Divisions of Midwestern Railroads Prescribed for Intermediate Hauls of Official-Transcontinental Traffic

Shipment Moving Between:	Midwestern Haul	Present Division of Western Revenue*	Prescribed Division of Western Revenue*	Percent Change
New York, N. Y. and San Francisco, Calif. (via Chicago-Council Bluffs-Cheyenne)	Chicago-Council Bluffs	16.5	19	+15%
Detroit, Mich. and Oakland, Calif. (via Chicago-Council Bluffs-Cheyenne)	Chicago-Council Bluffs	16.5	19	+15%
New York, N. Y. and Los Angeles, Calif. (via Chicago-Kansas City-Belen)	Chicago-Kansas City	16.5	20	+21%
New York, N. Y. and Spokane, Wash. (via Chicago-Twin Cities-Medora)	Chicago-Twin Cities	16.5	20	+21%
Detroit, Mich. and Los Angeles, Calif. (via Milwaukee-Kansas City-Belen)	Milwaukee-Kansas City	16.5	21	+27%

* The Midwestern appellants also show the prescribed divisions as a percentage of the total revenue (13.0% of the total New York-San Francisco revenue in the first example shown above) (C&NW Brief, App. C, p. 4c). Because the prexisting divisions of the Eastern railroads are subject to so many exceptions and "maxima" which produce higher Eastern divisions than the generally applicable percentages (see R. 989), the present Midwestern percentages of the total revenues would vary depending upon the commodity carried for each example shown in this Appendix.

Appendix B

Changes in Divisions of Midwestern Railroads Prescribed for Intermediate Hauls of Official-Transcontinental Traffic

Shipment Moving Between:	Midwestern Haul	Present Division of Western Revenue	Prescribed Division of Western Revenue	Percent Change
Cincinnati and Spokane, Wash. (via St. Louis-Twin Cities-Medora)	St. Louis-Twin Cities	18.5	24	+30%
Detroit, Mich. and San Francisco, Calif. (via Peoria-Council Bluffs-Cheyenne)	Peoria-Council Bluffs	12.1	16	+32%
Louisville, Ky. and Fairchild, Wash. (via St. Louis-Twin Cities-Williston)	St. Louis-Twin Cities	18.5	25	+35%
Indianapolis, Ind. and Elgin, Ore. (via Chicago-Council Bluffs-Cheyenne)	Chicago-Council Bluffs	16.5	23	+39%
McKeesport, Pa. and Boise, Idaho (via Chicago-Council Bluffs-Cheyenne)	Chicago-Council Bluffs	16.5	24	+45%
Philadelphia, Pa. and Nogales, Ariz. (via Chicago-Kansas City-El Paso)	Chicago-Kansas City	16.5	24	+45%
Cincinnati, O. and San Francisco, Calif. (via St. Louis-Council Bluffs-Cheyenne)	St. Louis-Council Bluffs	12.1	18	+49%

Appendix B

Changes in Divisions of Midwestern Railroads Prescribed for Intermediate Hauls of Official-Transcontinental Traffic

Shipment Moving Between:	Midwestern Haul	Present Division of Western Revenue	Prescribed Division of Western Revenue	Percent Change
Cleveland, O. and Nampa, Idaho (via Peoria-Council Bluffs-Cheyenne)	Peoria-Council Bluffs	12.1	20	+65%
Cleveland, O. and Flagstaff, Ariz. (via St. Louis-Kansas City-Belen).	St. Louis-Kansas City	12.1	20	+65%
Pittsburgh, Pa. and Ontario, Oregon (via Peoria-Council Bluffs-Cheyenne)	Peoria-Council Bluffs	12.1	20	+65%
Cleveland, O. and Gallup, N. Mex. (via Chicago-Kansas City-Belen)	Chicago-Kansas City	16.5	29	+76%
Buffalo, N.Y. and Wingate, N. Mex. (via St. Louis-Kansas City-Belen)	St. Louis-Kansas City	12.1	23	+90%
Cincinnati, O. and Juab, Utah (via St. Louis-Omaha-Cheyenne)	St. Louis-Omaha	12.1	24	+98%